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MAY/JUNE 2008



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NORDANA



May/June

FEATURES

16

Women in Maritime History
Maryland Motor Truck Association
President Ferro Honored

20

State-of-the-Art System
Crane Maintenance at Dundalk Marine
Terminal Yields Optimum Performance

24

Still Going Strong
Women's Traffic and Transportation Club of
Baltimore Celebrates 75th Anniversary

28

Two-for-One
Specialized Vessel *Timca*
Harkens New Era in Shipping

32

Harbor Yields History
Military Ordnance Unearthed as
Part of Dredging Near Fort McHenry

36

Berthed in Baltimore
Even in Home Port, There's
No Down Time for *Comfort*

40

Shipping Resources
A Roundup of Agents, Lines Doing
Business at the Port of Baltimore

28



COURTESY OF MPA

DEPARTMENTS

9

Executive View
Going Green During Lean Economy

10

Soundings
Forest Products | Newsmakers | People

14

Maiden Voyages
First Calls on Baltimore

46

Port View
Baltimore's Own Cannery Row



KATHY BERGEN SMITH

32

COVER: The *Timca* is one of 50 ships in Spliethoff's worldwide fleet and is designed to accommodate several types of goods, including paper and RO/RO. Photography by Bill McAllen.

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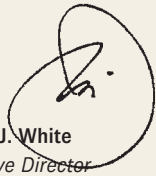
The time has come for the Maryland Port Administration (along with all of state government) to step up our efforts to reduce waste, become more efficient and save expenses, along with becoming more green. Although we're already taking some of these steps, we do plan to expand that effort substantially over the coming months.

Like other state government agencies, MPA recognizes that the national issues of skyrocketing fuel costs, limited federal funds due to the war in Iraq and loss of jobs are affecting all Marylanders. The MPA also is aware of the State's budget deficit and how it impacts all of us. We've been following the work of the Maryland General Assembly as it strives to ease the current financial crisis. MPA looks at these problems with a double mirror — how do we help the state during this economic crunch and how do we help workers to maintain their jobs?

Some of the actions MPA already has taken are cited below:

- 1]** The purchase of hybrid vehicles. Each green car is said to reduce maintenance and fuel costs by up to 28 percent.
- 2]** We are studying the possibility of utilizing only electric vehicles for daily activities and thus reducing emissions, fuel costs and maintenance.
- 3]** Using synthetic motor oils. This could result in fewer oil changes and reductions in maintenance costs.
- 4]** All of our new light-duty vehicles are being ordered as flex fuel units, which means they will be capable of running on E-85 (ethanol).
- 5]** MPA retrofitted two existing cranes at Dundalk Marine Terminal. With the expenditure of only \$600,000, the customers at Dundalk have the same excellent service without the expense of new cranes.

Such carefully plotted steps certainly help us reduce costs, helping not only our balance sheet and the state's coffers, but also moving us another step toward the green world. By maximizing our potential and technology in a cost-efficient manner, Maryland's Port of Baltimore is ensured of looking forward toward decades more of growth and success.



James J. White
Executive Director

SOUNDINGS

The happenings in and around the Port

FOREST PRODUCTS

New Storage Facility Debuts at Port

After cutting a ribbon to mark the opening of a new paper warehouse at the Port of Baltimore, officials watched as giant rolls of paper weighing as much as 7,000 pounds were trucked in from the first vessel to bring product to the sprawling warehouse.

"The Port of Baltimore handles more paper than any other port in the country," said Maryland Secretary of Transportation John D. Porcari. "Governor Martin O'Malley's goal is to keep us No. 1 in this category and many others so that the Port continues to thrive. His aggressive vision is to continue investing in facilities like this, as well as other important transportation infrastructure, so that we can maintain the stability of the Port, our workforce and our economy."

The new warehouse is part of an agreement signed between the Maryland Port Administration and Finnish paper company M-real in 2005. The agreement, a six-year contract with two six-year renewal options, commits M-real to bring 300,000 tons of paper into the Port of Baltimore annually. The paper, which arrives in rolls weighing between 3,800 and 7,000 pounds, is used to produce magazines, newspaper inserts, annual reports and brochures.

The warehouse itself is 215,000 square feet and 30 feet in height. It has a rail loading dock 810 feet in length and two long ramps 60 feet in length. The facility has 12 loading docks total and can hold approximately 10,000 rolls of paper.

Employing almost 16,000 worldwide, M-real is one of the leading paper companies in the world. Through its worldwide sales network, M-real serves its customers who mostly



COURTESY OF MPA

Maryland Secretary of Transportation John D. Porcari takes the wheel while rolls of paper are moved into a warehouse that opened as a result of M-real's commitment to bring 300,000 tons of paper to the Port each year.

comprise publishers, printers, paper merchants, offices and carton printers, and well-known consumer product companies.

BalTerm is the stevedore and terminal handler for M-real.

The paper will be trucked off the ship via a new loading platform that opened last year. The platform, which measures 110 feet in length and 92 feet in width, now allows product to be offloaded more efficiently by trucks that can drive on and off the vessel. 🌐

NEWSMAKERS

Students' Artwork Marks Black History Month

As part of the Black History Month celebration in February, the Maryland Port Administration hosted an opening reception for an exhibit of artwork by 30 students from the Maritime Industries Academy. U.S. Representative Elijah E. Cummings and MPA Executive Director James J. White welcomed visitors to the exhibit in the lobby of the World Trade Center in downtown Baltimore.

"Since becoming Chairman of the Subcommittee on Coast Guard and Maritime Transportation in Congress, I have been working closely with Baltimore's entire maritime community to ensure that the Maritime Industries Academy fulfilled the promise inherent in its name by teaching a wide-ranging maritime curriculum to students," says Cummings.

MPA has made a commitment to provide resources for teacher training in courses that relate to maritime commerce. In addition to the technical information, MPA's educational outreach program also acts as advisor to members of the

FOREST PRODUCTS

Mylykoski, Port New Rolled Paper Partners

Mylykoski, a family-owned international paper company headquartered in Finland, has begun bringing rolled paper into the Port of Baltimore as part of a new annual contract that calls for 100,000 tons of rolled paper to be shipped to the Port's North Locust Point Terminal over the next year. The rolled paper is used to produce magazines, annual reports and company brochures.

"As the No. 1 port in the country for imported forest products, this is significant news for our forest product business," says Maryland Port Administration Executive Director James J. White. "We have continued to increase our tonnage in imported paper, going from 559,000 tons in 2005 to 680,000 tons last year. This new business will further boost one of the Port's key niche commodities."

The Wagonborg vessel *M.V. Missouri* recently brought the first shipment of the new product. Under the current contract, at least one ship per month will bring the paper to the Port of Baltimore. The paper will be housed in a warehouse facility operated by BalTerm, the stevedore for the Mylykoski product.

The giant rolls of paper can each weigh between 3,800 and 7,000 pounds. If unraveled, each roll would stretch about 12 miles in length. 🌐

school's board of directors on matters of maritime issues.

"We are pleased to be part of an exciting educational concept that will broaden the horizons and employment opportunities for the students at the Maritime Industries Academy," says White. "Most Maryland high school students are not aware of the thousands of good-paying jobs available at the Port of Baltimore. Working with the Academy, we hope to share our resources to the students so they are aware of the benefits of a career at the Port of Baltimore."

The exhibition featured works including drawings, acrylic paintings and collages. 🌐

NEWSMAKERS

Oversight Committee Sworn In

Gov. Martin O'Malley recently swore in members of the Hart-Miller/Pleasure Island Citizens Oversight Committee during a ceremony in Annapolis.

Committee members monitor the redeposit of dredged materials and Baltimore County tributary spoil within five miles of the Hart-Miller/Pleasure Island chain in Baltimore County. The committee also hears complaints lodged by persons affected by such materials.

Appointed to new terms on the committee were Thomas Kroen of the Greater Dundalk Community Council, who serves as Committee Chairman; Robert Cullison and Fred Habicht Jr., who will serve as Trustees; Francis Taylor, representing the North Point Peninsula Community Coordinating Counsel; Samuel "Larry" Lee Sr. of the Essex Middle River Civic Counsel; Robert Ward Sr. of the sixth legislative district; Paul Brylske of the seventh legislative district, Harry Wujek of the Baltimore County Waterman's Association; Craig Doyle, representing the pleasure boating industry; and George "Tom" Hetterick, representing the sport fishing/crabbing industry. 🌐



Gov. Martin O'Malley, fourth from left, poses with members of the Hart-Miller/Pleasure Island Citizens Oversight Committee during the swearing-in ceremony in Annapolis.

KATHY BERGREN SMITH

NEWSMAKERS

New Name for Private Sector Port Coalition

The Private Sector Port Coalition has a new name. It will now be called the Baltimore Port Alliance (BPA), following an announcement during a legislative reception sponsored by the group in Annapolis.

"We feel the name Baltimore Port Alliance best represents the public and private sectors that are a part of our group," says George "Bud" Nixon, Chairman of the BPA. "The BPA was initiated as a means of communication between various entities that make up the Port community — mariners, tugboat operators, ship repair agents, union and non-union personnel, as well as other maritime businesses. We meet monthly and discuss issues that affect our businesses and livelihoods."

With about 150 members, BPA is a non-profit association whose mission is to improve the Port of Baltimore by creating a forum where information that impacts the Port community can be presented in a constructive environment and acted upon in support of members and the Port as a whole.

The organization was founded in the early 1980s. 🌐

PEOPLE

Funeral Services Held for Maier

Funeral services were held Feb. 29 for Capt. George Lawrence Maier, who had served as Master of the Liberty ship *John Brown*. Maier, 80, died Feb. 26 of lymphoma at Johns Hopkins Hospital.

Maier became involved with the *John Brown* in 1992, starting as Third Mate on the vintage World War II-era vessel. He later became the ship's Captain.

A native of Brooklyn, N.Y., Maier had worked for U.S. Line and Maher Terminals, where he was General Manager. He served in the Naval Reserve, retiring as a Lieutenant Commander.

Maier was a past President of the Propeller Club and the Steamship Trade Association. 🌐

CORRECTION

A story in the March/April issue of *Port of Baltimore* magazine incorrectly reported that a new rail ramp being used at Dundalk Marine Terminal was rated for 120,000 tons. In fact, the ramp is rated for 120,000 pounds or 60 tons. *Port of Baltimore* magazine regrets the error. 🌐



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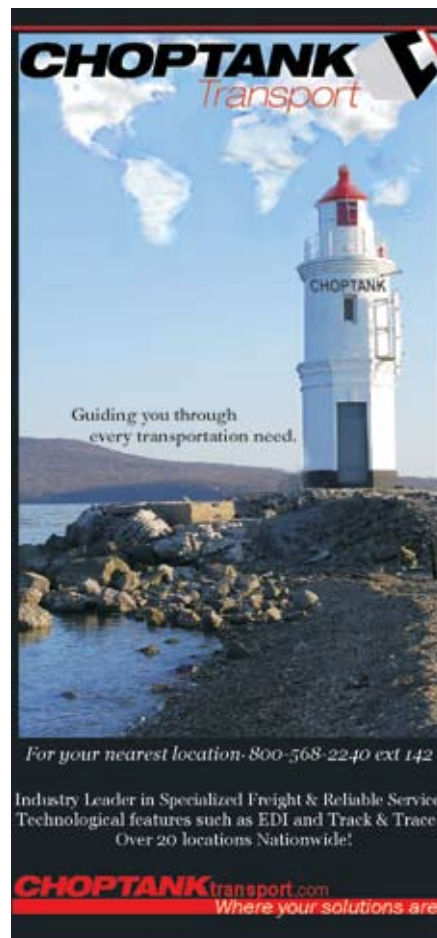
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NEWSMAKERS

Rogers Honored at Gala

The Baltimore Traffic Club hosted its 95th annual dinner and gala at Martin's West on March 6. The event brought together 300 members of the Port of Baltimore community to honor this year's Person of the Year, Serv U Vice President of Sales Kenneth Rogers.

"We are proud to honor Kenneth, a past President of the club who has been active in the transportation industry since 1972," says Corrine Peterson, President of the Traffic Club.

The Traffic Club provides scholarships and charitable donations through the proceeds of the annual gala. 🌐



KATHY BERGEN SMITH

Members of the Baltimore Traffic Club gathered at Martin's West to honor Serve U Vice President of Sales Kenneth Rogers (second row, far left) as their Person of the Year during the organization's annual dinner and gala. Rogers is a past President of the Traffic Club.

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Andromeda Leader Brings Vehicles

Andromeda Leader, a vessel in the NYK Group fleet, recently made its first call on the Port of Baltimore, discharging vehicles at Dundalk Marine Terminal.

The pure car/truck carrier is one of approximately 110 used by NYK and was built by Toyohashi Shipbuilding Co. Ltd. The Panama-flagged vessel is 656 feet long, 106 feet wide and can reach a cruising speed of about 20 knots.

Andromeda Leader discharged Isuzu and Fuso trucks, and Mitsubishi, Subaru, Suzuki and Toyota automobiles.

Agent: Inchcape Shipping Services

Stevedore: Ceres **Towing:** Moran Towing

Above left to right: William Maney, Inchcape, Operations; Gopinath Majendran, Chief Engineer; Michael Gorman, American Suzuki; Cindy Burman, MPA; Scott Senko, NYK; Capt. Roger Peter Fernandes; Lou LoBianco, MPA; Don Maney, Inchcape, Port Manager; Curtis Parrish, Mitsubishi Motors North America.



Manaus Calls on Port

MSC Manaus, part of the Mediterranean Shipping Co. fleet, recently visited Baltimore for the first time, loading 316 full containers and 300 empty containers bound for the Far East.

Built in 1990, the Antigua and Barbuda-flagged ship is 181.8 meters long, 31.4 meters wide and can reach cruising speeds of 20 knots.

She is one of eight vessels in MSC's Far East service and part of a 320-strong MSC fleet.

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Commemorating the first visit of Opal Leader to Baltimore were, from left, Bill Wade of Ceres, William Maney of Inchcape Shipping Services, MPA's Mel Bafford, Capt. Syed Qaisar Naim Naqvi, MPA's Lou LoBianco, Scott Senko of NYK and Jamie P. Lacey of Subaru.

Subarus Ride in on Opal Leader

Almost 1,000 new Subarus were discharged at Dundalk Marine Terminal as part of the maiden voyage of *Opal Leader*, a member of the NYK Group fleet.

The Bahamas-flagged vehicle carrier is 577 feet long, 102 feet wide and is part of the line's weekly service to Baltimore.

Agent: Inchcape Shipping Services

Stevedore: Ceres **Towing:** Moran Towing

Sava Navigator Makes First Call

M/V Sava Navigator, an open-hatch cargo vessel in the Saga Forest Carriers fleet, recently made its first call on the Port of Baltimore. She discharged softwood lumber at Dundalk Marine Terminal.

The Hong Kong-flagged ship was built by Oshima Shipbuilding and features two sets of traveling gantry cranes with weather protection. She is 199.2 meters long, 30.5 meters wide and can reach cruising speeds of about 15 knots.

Saga Forest Carriers calls on Baltimore twice a month.

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WOMAN^{of the} YEAR

Ferro Thrives in Role with Vital Intermodal Industry



BY TYISHA MANIGO

Photography by Kathy Bergren Smith

For more than four years, one woman has kept her finger on the pulse of Maryland trucking. She has stayed informed about the latest trends, hottest topics and key legislative issues pertaining to the industry. As President and Chief Executive Officer of the Maryland Motor Truck Association, Anne Ferro heads the state's premier trade association for commercial trucking, serving as an advocate for the industry and a voice for MMTA's more than 1,000 member companies.

For her stewardship of this critical partner to the Port of Baltimore, Ferro recently was honored as the keynote speaker and honoree at the Maryland Port of Baltimore's 9th annual "Women in Maritime History Event," held March 27 at the Sparrows Point Country Club.

"I'm just one of many women working in the environment of intermodal transportation," Ferro says, adding that she was humbled at what she considered a "tremendous honor."

"There are very accomplished women, far more experienced than myself, who are far more deserving," she adds.

Ferro replaced Walter C. Thompson as MMTA president in December 2003, becoming the first woman to serve in that

role. Prior to joining MMTA, she spent 11 years as an Associate Administrator and Administrator with the Motor Vehicle Administration.

The areas she oversees include member recruitment and retention, product discount/business services, education and safety training, and conference and event planning. Since Ferro's tenure began, MMTA has seen a 30 percent growth in revenue, and a 10 percent jump in membership.

Ferro finds her career satisfying, both professionally and personally. She's always been drawn to trucking and transportation businesses.

"The trucking industry is an exciting sector, one which

HONORED PANELISTS



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Maryland Environmental Services



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provides a vital service to our community and economy," Ferro explains, adding that trucks move 85 percent of all goods in Maryland.

"It's a backbone to our economy and way of life that's invisible to a lot of people. We don't see it as bringing in the sunglasses, or the food, the products we order online — you name it. It's a lot of fun to be in an industry so essential to our quality of life."

The MMTA President says she looks forward to working with her talented staff of five to continue pressing for industry improvements, while also building collaborative relationships with government and business partners and the broader Port of Baltimore community.

"It's been a very rewarding four years with the great opportunity to advocate for the trucking industry."

"It's been a very rewarding four years with the great opportunity to advocate for the trucking industry," Ferro says.

Women in Maritime History Month Committee Co-Chair Mary Jane Norris, the Manager of Port Operations Services for the Maryland Port Administration, says Ferro is a remarkable role model truly deserving of MPA's recent honor.

"Anne has been through some professional struggles and not only survived but thrived," Norris says. "Anne is very professional and serves as such a tremendous example to the young women in our industry."

Other panelists recognized at the Women in Maritime History Event included Cecelia Donovan of Maryland Environmental Services; Heather Kraus of Semmes, Bowen & Semmes; Samya Murray of C.J. International; and Sandi Poffenberger of COSCO Container Lines.

"These are women who work behind the scenes day in and day out and in some cases get little recognition. The event allows all of us to stop for a moment and appreciate the job they do," Norris says. 🌐

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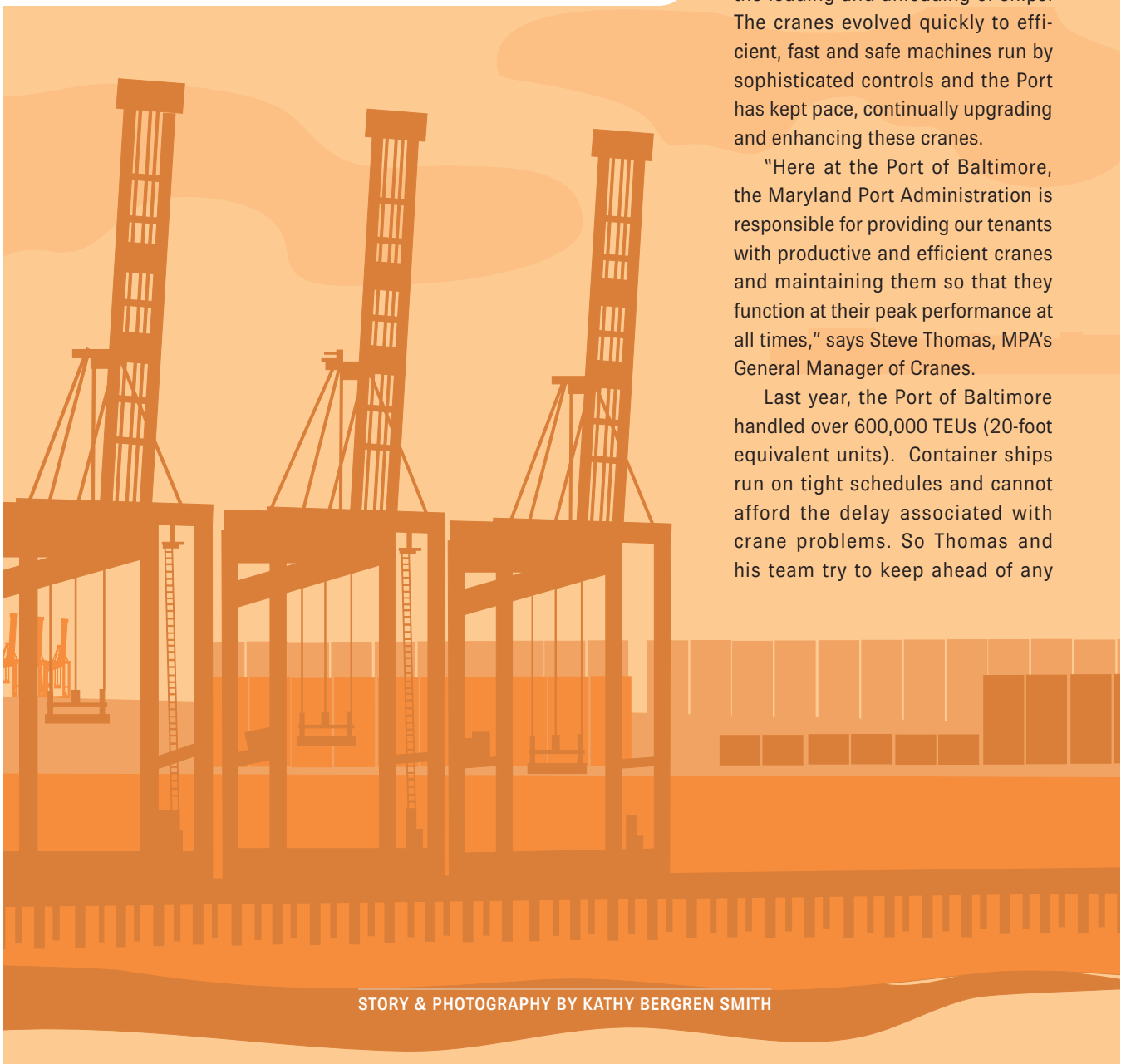
“Endangered Species” REPAIRED

Perched along the water's edge, the container cranes at the Port of Baltimore resemble giant prehistoric shorebirds. But one look inside two retrofitted cranes at Dundalk Marine Terminal shows that they are more akin to futuristic robots than dinosaurs.

The first specialized container crane was erected at the Dundalk Marine Terminal in 1971 to automate the loading and unloading of ships. The cranes evolved quickly to efficient, fast and safe machines run by sophisticated controls and the Port has kept pace, continually upgrading and enhancing these cranes.

"Here at the Port of Baltimore, the Maryland Port Administration is responsible for providing our tenants with productive and efficient cranes and maintaining them so that they function at their peak performance at all times," says Steve Thomas, MPA's General Manager of Cranes.

Last year, the Port of Baltimore handled over 600,000 TEUs (20-foot equivalent units). Container ships run on tight schedules and cannot afford the delay associated with crane problems. So Thomas and his team try to keep ahead of any



STORY & PHOTOGRAPHY BY KATHY BERGREN SMITH



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potential issues and head them off.

Two cranes at Dundalk Marine Terminal were on Thomas' "endangered species" list. These cranes, which face the Key Bridge, were initially erected in 1977, and had been extensively upgraded in 2005. The trouble was that a few years ago the electronic controls on the cranes were verging on obsolescence. The French company that had manufactured the controls was out of business and spare parts were becoming scarce.

"We were up against it," says Thomas. "We were concerned that there would be a breakdown and we wouldn't have the parts we needed." This is the sort of scenario that can keep the crane chief up at night. "We had to look at our options," he adds.

The obsolete portions of the cranes were the "brains" — a set of electronic controls that run the cranes' motors. That's right, "motors" — plural. Each of these electric cranes has at least 13 motors that run the gantry, hoist, trolley and boom. Some of the motors run different parts of the crane. So, in order for the 480 volts of electricity that flow into the crane from a diesel generator to go to the right place at the right time when the operator pulls a lever, there needs to be a central control center. While all the motors were running fine, this control center was the endangered portion of the crane.

"We looked at the cranes and decided that they would be good candidates for retrofitting," says Barry Wiles, Crane Systems Manager for Avtron, the company that ultimately won the bid to update the cranes. Avtron is an Independence, Ohio-based engineering firm that can both devise a solution and manufacture the parts needed.

"We tried not to throw the baby out with the bathwater and just go in and replace everything, from the motors down," says Wiles. "We were able to integrate our drive electronics with the existing controls and give the customer an upgraded enhanced system that will be supported for years to come."

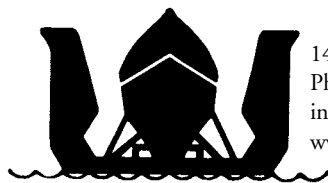
The drive controls that Avtron provided allow MPA's crane team to tailor the operation of the crane to a specific operator or

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ship. This advanced control can speed up the operation of the crane and provide a safer work environment.

Because the cranes in question are located at busy berths in Dundalk Marine Terminal, MPA added a stipulation to the bid proposal. Companies bidding on the project needed to be able to complete the work on each crane within two weeks, so that downtime was confined to one crane at a time for a limited amount of time.

Avtron was able to accomplish all of MPA's goals within the schedule mandated.

"We were very, very satisfied with the team from Avtron," says Thomas. The resulting retrofit has made the cranes very responsive to the operator and the process was hassle-free, he adds.

Avtron also provided MPA technicians with a touch-screen personal computer connected via ethernet to the crane's electronics. This diagnostic system is a powerful tool that alerts the team to problems and identifies their source immediately.

John Gram, an MPA Crane Electronics Specialist, says this Windows-based program makes troubleshooting a quicker, safer job.

"Instead of following the wires with a volt meter, and manually finding the spot where the problem is, the computer shows us a picture of the crane with a red block around the problem and we can touch the screen and get precise information about the problem," says Gram. "It is a great tool."

The high-tech retrofit on the Dundalk cranes ensures that the Port of Baltimore will remain a fast and efficient container port for years to come.

"Crane performance that includes downtime of less than .15 percent at the Port of Baltimore is a leader in the industry. This is a credit to our dedicated MPA crane mechanics and electricians. When coupled with our skilled International Longshoremen's Association crane operators that maintain productivity at 36 moves per hour, it is obvious that it has been our blueprint for success," says David Thomas, MPA's Director of Operations. 🌐

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Diamond Anniversary

Women's Traffic and Transportation Club of Baltimore Marks 75 Years

It's women like Gloria Weber, the oldest active member of the Women's Traffic and Transportation Club of Baltimore, who embody the spirit of both the organization and of successful women in transportation.

Weber, 75, retired after a 32-year career at Rukert Terminals, where she started out as a "traffic manager on the waterfront, getting the cargo on and off ships as quickly as possible." But she still likes to keep her hand in maritime affairs at the club, which was established in 1933 to unite women engaged in traffic and transportation in a program of education; to establish a more friendly relationship and understanding between shippers and carriers; and to provide an opportunity for discussion of all traffic and transportation problems.

There were many women's traffic clubs all around the country back then. Eventually, 26 sprouted up on the East Coast and banded together as the Eastern States Women's Traffic Club.

Only the Baltimore club remains, and it is celebrating its 75th anniversary. The group holds monthly meetings where members hear guest speakers from the transportation industry and personal development fields. Networking and fundraising are the group's primary focuses. Monies raised go toward scholarships for full- or part-time students studying logistics and transportation.

BY MERRILL WITTY

Photography by Kathy Bergren Smith

Unlike its sister clubs, Baltimore's is growing, according to Vice President Mary Jane Norris, who is also Manager of Port Operations Services for the Maryland Port Administration (MPA).

"We've gone from 60 to 80 members," she says proudly. Norris, like other members, values the club because "it has been built on friendships, camaraderie and career support."

While the heart of the club remains the same as ever, the occupations of the members have seen a sea change.

"When I joined in 1964," remembers Weber, "lots of the women owned their own businesses — one had a mining company (and) there were some who had trucking companies."

There were also many in the railroads, according to Norris, while today steamship lines, customs house brokers and freight forwarders are more highly represented.

But the main change, says Weber, has been one of tone.

"The members now are more lax. We used to be more *Roberts Rules of Order*-oriented. It was strict; you raised your hand to speak. Now, they just shout it out!" she says with a chuckle.

The ladies were also required to wear hats and gloves — certainly a 180-degree turnabout from today's dress code. "I have accepted (the change)," Weber says, "but a lot of the

old girls say they *never* will. I hate that attitude."

Current club President Nora Barker is Senior Export Specialist for John S. Connor, Inc., one of the oldest freight forwarder/customs brokers at the Port of Baltimore.

She calls the Women's Traffic and Transportation Club a "fabulous group." Among the club's highlights, she says, are a job bank; an annual shrimp feast that raises money for scholarships; a Web site (www.womenstraffclub.com) that lists news and current events; and the memories that 75 years of history afford.

"We just celebrated our 75th anniversary and had ladies attend from New York, Pittsburgh, etc., that had their clubs discontinue because of lack of membership," Barker says. "But Baltimore is still going strong, and we expect it to continue for another 75-plus years." 🌐

Helping to celebrate the 75th anniversary of the Women's Traffic and Transportation Club of Baltimore are, from left, event Co-Chair Joan Buedel, retired from the U.S. Coast Guard; club President Nora Barker, John S. Connor, Inc.; Gloria Weber, retired from Rukert Terminals; and event Co-Chair Carol Kuchta of Landstar Gemini.



Retirees Fueled by Sense of Community

A

strong sense of community still exists in the Port of Baltimore, despite any competition between businesses, says MPA's Mary Jane Norris. Several clubs formed of retirees from Port businesses reflect that kinship.

One of these consists of 20 or so former employees of the two oldest freight forwarders/customs brokers at the Port — Samuel Shapiro & Co., established in 1915, and John S. Connor, Inc., founded in 1917.

The brainchild of former Shapiro Vice President and General Traffic Manager Morris Horwitz, the club meets monthly for breakfast at a different diner around town.

The purpose? To reminisce, of course.

"We tell stories about old times," says Horwitz, 77, who retired in 1996 after 48 years with Shapiro. But members — 75 percent are men — also discuss the present. The core consists of the same folks who banded with Horwitz a decade ago.

Across town at Minnick's restaurant in Dundalk, MPA retirees also meet on a continuing basis.

"I'm one of a few of this group that is still working, and

when I can I attend meetings and provide this group of MPA veterans an update on the overall Port activities, especially the growth aspects that aren't picked up and reported in all the media," says Lou LoBianco, Manager of Breakbulk, Bulk and RO/RO Sales for MPA.

"Many of these individuals spent their entire careers working for MPA and some were here in the early days when Dundalk Marine Terminal first opened back in January 1961. They put their sweat and possibly a few tears into the foundation of what the MPA public terminals are today."

The group is made up of individuals who worked in operations, engineering, human resources, sales and marketing, intermodal and harbor development.

"It is not every month and the numbers vary at each meeting from as few as four up to 20 sometimes. ... A lot depends on their health conditions at any particular time," LoBianco says.

"We all know that this business is more about relationships than anything else," Norris adds, "and these groups are living proof." 🌐

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The Captain of the Port will soon announce a date when access to the Port of Baltimore will be allowed only by TWIC identification. Without a TWIC, access will not be granted.



Multiple Uses

Varying Cargos
Help Increase
Timca's Efficiency,
Baltimore's Reach

Long known for its appreciation of niche cargos, the Port of Baltimore recently welcomed a specialized vessel on its first call. *Timca*, one of 50 ships in Spliethoff's worldwide fleet, is designed to accommodate several different types of goods, including paper and RO/RO.

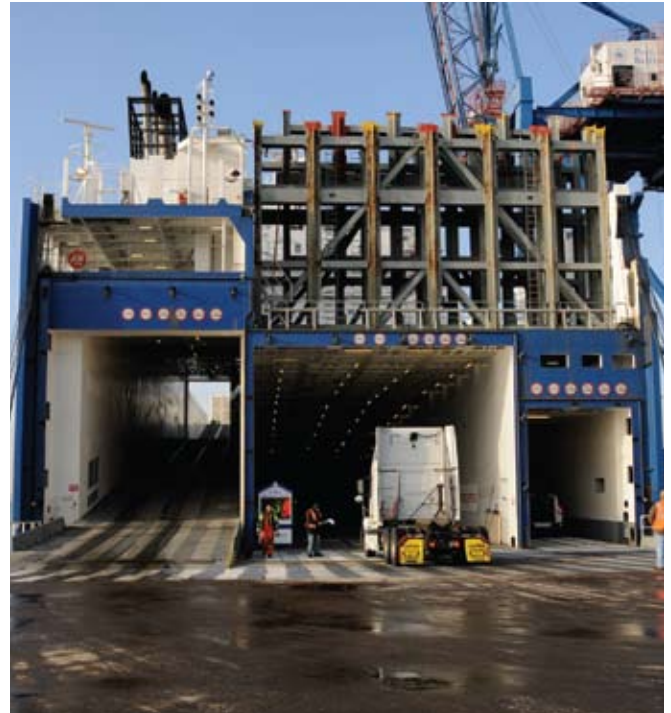
Traveling from Finland with about 15,000 pounds of UPM magazine paper, *Timca* first stopped at BalTerm's South Locust Point Terminal to unload. She then moved to Dundalk Marine Terminal, where approximately 270 used vehicles were loaded for transport to St. Petersburg, Russia.

"The couple of carriers who handle paper coming from Finland are under high pressure to unload their cargo and get back out," explains Rick Schiappacasse, Director of Latin America/Caribbean and Forest Products for the Maryland Port Administration (MPA). "That typically means they go back empty, and these days, one-way services are not particularly attractive or cost-effective."

Most vessels carrying paper use elevators to bring up paper rolls and deposit them on the docks, where forklifts then transport them to storage facilities. MPA devised a special ramp



BY PETE KERZEL
Photography by Bill McAllen



After her cargo of paper was unloaded at the South Locust Point Terminal, the Timca moved to the Dundalk Marine Terminal to receive used trucks and agricultural machinery bound for St. Petersburg, Russia, by way of a port in northern Finland. A special ramp allows for vehicles to be driven right into the back of the ship.



JEFF SAUERS

that affords better access to a ship.

"It's like a RO/RO ship — it allows us the ability to drive a truck or flatbed right into the back of the ship," Schiappacasse says.

Once the paper was discharged, *Timca* moved to Dundalk, where used trucks and agricultural machinery were loaded for the return trip to a port in northern Finland. That location's proximity to St. Petersburg, about an hour's drive away, expedited delivery of the RO/RO cargo.

"St. Petersburg is a key destination for this type of used equipment," Schiappacasse says. "Anytime we have the opportunity to look at a new way of doing things, we do so. And this was a very workable opportunity."

Paper and RO/RO may not be the only cargos to factor into the equation in the future, Schiappacasse adds. *Timca* also is capable of carrying containers, further enhancing her multiple uses.

"They can take refrigerated containers — poultry often is moved to St. Petersburg from this area," he says. "There is also the possibility of cars being shipped in containers to St. Petersburg."

Schiappacasse has been impressed with the way different teams worked together to efficiently get *Timca* in and out of Baltimore. Moran Towing of Maryland handled towing at both terminals. Norton Lilly was the ship's agent and BalTerm the stevedore for the paper delivery; BaltiCarrier served as the cargo office and Ports America was the stevedore for the RO/RO component.

"It's been a challenge to put all the pieces together," Schiappacasse says. "We're talking about two drastically different types of cargo, so there are hurdles with each. But everyone came together to make it work."

Carrying the flag of The Netherlands, *Timca* is 205 meters long, 25.5 meters wide and carries a deadweight capacity of 17,400 mt. She can accommodate 640 TEUs (20-foot container equivalency units) and 2,900 lane meters, and can reach a cruise speed of 22 knots. Spliethoff calls on Baltimore about three times each month. 🌐

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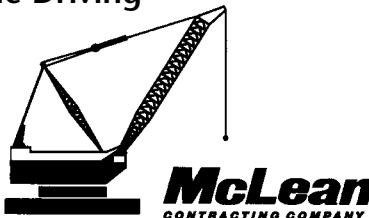
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Dredging

up the past

Cannonballs Among Potentially Dangerous Munitions Discovered in Baltimore Harbor

BY BLAISE WILLIG

Photography by Kathy Bergren Smith

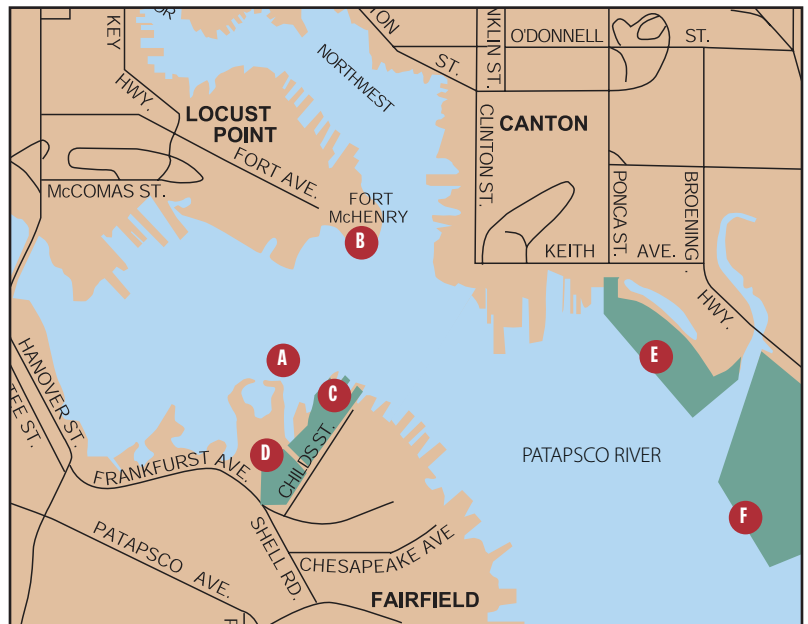
You never know what you might find while digging through acres of muck at the bottom of Baltimore Harbor. In the shadow of historic Fort McHenry, dredging crews recently uncovered a few weighty reminders of the area's storied past.

Ten cannonballs were scooped up from the harbor floor between November 2007 and February 2008 near three Port of Baltimore marine terminals. Some of the ordnance might date back nearly two centuries to the War of 1812 battle that inspired the writing of "The Star-Spangled Banner."

"The British navy lobbed about 1,500 shells at Fort McHenry during the Battle of Baltimore," explains Dr. Susan Langley, a State Underwater Archaeologist with the Maryland Historical Trust. "We know that some of them burst in the air, as the song goes, and that 400 or so struck the fort. But where are the rest? The answer is: most likely at the bottom of the harbor."

In 2003, harbor dredging operations yielded more than 1,300 ordnance items. About 40 rounds dated back to the Civil War or earlier, and ranged in size from four-ounce grapeshot to a 318-pound cannonball. This time around, dredging crews were again on the lookout.

"We knew it was a possibility (of finding ordnance) simply because of the area," says Frank Hamons Jr., Deputy Director for Harbor Development with the Maryland Port



THE THREE Rs: Recognize, Retreat, Report

Munitions such as those encountered by dredging crews at the Port of Baltimore require careful attention. As outlined in materials developed by the Army, steps to follow include:

RECOGNIZE when you may have encountered a munition, and understand that it is potentially dangerous.

RETREAT to a safe distance and keep everyone out of the immediate area.

REPORT the location of the munition to the U.S. Coast Guard. In port, call 911. At sea, use Channel 16 (156.800 MHz).

Dave Foster of the U.S. Army's Public Affairs office adds that efforts are ongoing to "help ensure that permits issued under the U.S. Army Corps of Engineers Civil Works Regulatory Program require screening of areas for the presence of munitions" and that workers continue to follow "appropriate safety protocols."

- A** Masonville Preparatory Dredging Area
- B** Fort McHenry
- C** Fairfield Marine Terminal
- D** Masonville Marine Terminal
- E** Seagirt Marine Terminal
- F** Dundalk Marine Terminal



PHOTO COURTESY OF THE MARYLAND ENVIRONMENTAL SERVICE

A cannonball found during recent dredging operations in Baltimore Harbor could be a 32-pounder commonly used during the War of 1812. Indentations on each side of the cannonball allow for a crane with two hooks to grab hold and lift it. Many cannonballs are on display at Fort McHenry, shown at left.

Administration (MPA). "Being near Fort McHenry, it's known that you might run into cannonballs."

But before any ordnance items can be labeled "historic," they go by another name: MECs, or "Munitions and Explosives of Concern." MECs are any

"You always have to treat any discovery as if it's live ammunition," Hamons explains. "You don't touch it. You isolate it, and you call in the experts."

Stephen Storms of MPA's Harbor Development Division says the first priority is the "successful handling and

"excess, obsolete or unserviceable munitions" en route to port or as part of planned disposals at sea. Thus, munitions could be encountered virtually anywhere.

The ordnance discovered this winter was hidden among dredged material transported out of Baltimore Harbor on scows and then hydraulically unloaded in "safety zones" around Hart-Miller Island. Work crews didn't realize what they had found until the cannonballs plunked onto a deck barge and were separated from tons of trash and debris that had accumulated on the scows.

For this reason, no one's sure exactly where in the harbor the cannonballs were originally located. First off, a 131-acre area adjacent to the Masonville Marine Terminal was being dredged in preparation for construction of a dike later this year. According to Storms, the site will become a dredged material containment facility that, when it reaches

In cases where identification and preservation of older ordnance is necessary, the Maryland Historical Trust often comes on board. An artifact deemed salvageable "could take anywhere from several months to several years ... to be properly treated."

military munitions that may pose unique safety risks.

Six Civil War-era Schenkl projectiles found in 2003 were destroyed after x-rays revealed they still contained gunpowder. Among MECs encountered this winter — not only the 10 cannonballs, but also three spent mortar shell casings — one round was deemed "live."

processing of the discovered MECs without personal injury. If any of the cannonballs turn out to be of historic interest, it adds an interesting footnote to the project narrative."

According to "Munitions at Sea" guidelines prepared in 2006 by the U.S. Army Technical Center for Explosives Safety, prior to 1970 the military often disposed of

capacity in about 20 years, will be paved and developed as an extension of the Masonville Marine Terminal.

Dredging crews were also working this winter to deepen and widen access channels at the Dundalk and Seagirt marine terminals. "The possibility that the cannonballs could have originated in these channels cannot be ruled out," notes Storms.

Upon discovering the MECs, the dredging company, Weeks Marine, Inc., followed "Munitions at Sea" protocol and notified both the Maryland State Fire Marshal and Maryland Environmental Service. The U.S. Army Corps of Engineers-Baltimore District was also contacted, as outlined in the notification requirements of the Department of the Army permit, to "provide assistance" to any of the organizations involved in the process, according to Corps Public Affairs Specialist Chanel Weaver.

In cases where identification and preservation of older ordnance is necessary, the Maryland Historical Trust often comes on board. An artifact deemed salvageable "could take anywhere from several months to several years ... to be properly treated," says Langley, noting that requests to display ordnance rescued from Baltimore Harbor have come from such groups as MPA, Fort McHenry National Monument & Historic Shrine and the Baltimore Visitor Center.

With the Corps' support, Langley hopes the Trust's involvement becomes a more formal part of the process.

"We have this 'Munitions at Sea' protocol, but it's been designed for modern ordnance — it doesn't really tell you what to do with cannonballs," she explains. "The No. 1 priority is, of course, safety, ... but we want to make sure that (formal guidelines) do at least acknowledge that there could be historic elements to the discoveries that are made."

Adds Langley: "Vestiges of Baltimore history are turning up all the time." And the underwater archaeologist strongly believes that the harbor has not yet yielded its last cannonball — "not by a long shot ... so to speak!" 🌐



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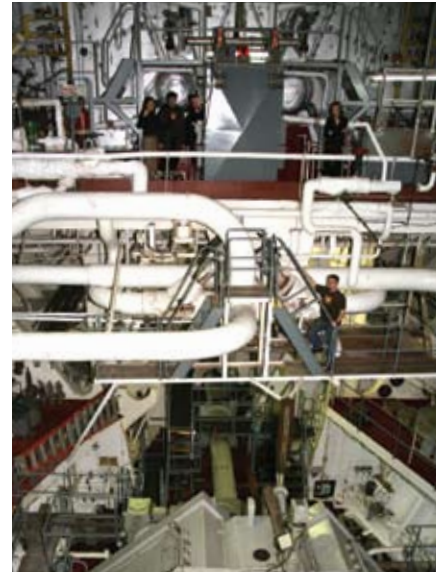
As they make their way into Baltimore's Inner Harbor and pass by USNS *Comfort*, those on pleasure craft, container ships, dinner cruises and other vessels probably wonder what goes on when *Comfort* is not deployed around the world engaging in disaster relief, humanitarian assistance or treating U.S. troops in times of conflict. Although the enormous hospital ship lay-berthed at Pier 11 in Canton is maintained in Baltimore in reduced operating status (ROS) with a skeleton crew of 18 civil service mariners (CIVMARs), there is plenty

of work to be done on board every day. ¶ *Comfort*, owned and operated by the U.S. Navy's Military Sealift Command, is one of the Navy's two hospital ships — *Mercy* is maintained in San Diego, Calif. — and has called Baltimore home since 1988 after the San Clemente-class supertanker was converted by San Diego-based National Steel & Shipbuilding Co. *Comfort* is berthed in Baltimore for three main reasons: the ship must be within 50 miles of a Navy medical tertiary trauma facility (in this case, National Naval Medical Center in Bethesda) in order to staff the ship's hospital and conduct training with the medical crew; be layberthed on the East Coast since *Mercy* is on the West Coast; and be in a safe-haven port that is not affected by drastic weather such as hurricanes. ¶ When *Comfort* is deployed, its crew goes up to about 70. CIVMARs are joined by military personnel from the Navy's Bureau of Medicine and Surgery, which operates the hospital, and members of non-governmental organizations and other U.S. and foreign militaries, who join the crew when the ship is engaged in humanitarian missions. When deployed, the CIVMARs are led by the ship's Master; however, when in port, Chief Mate Les Waddington is in charge. ¶ He says that the crew's primary mission in port is to "maintain the ship and have it ready to go

anywhere when needed." Waddington, who has spent the last 2½ years on *Comfort*, notes that after the terrorist attacks of Sept. 11, 2001, *Comfort* was under way to New York within 36 hours, and was able to leave for New Orleans within 48 hours after Hurricane Katrina struck. ¶ "We're constantly working to keep the ship ready to go — not just the outside maintenance but also the interiors, fire equipment and the hospital spaces," says Waddington. "We have to fire up all the equipment on a regular

BY GREGORY J. ALEXANDER

Photography by Kathy Bergren Smith



basis to make sure it's operating properly. We can't simply wait until we are deployed somewhere to make sure everything is working."

The CIVMARs must also stay current with Coast Guard regulations, including forklift, manlift, firefighting, damage control and rescue boat certifications, as well as safety, environmental and elevator inspections.

"We need to use this time to improve procedures and maintain equipment so that we are ready when needed."

Waddington adds that *Comfort's* CIVMARs also spend time in port preparing for the unique demands of *Comfort's* missions. For example, on *Comfort's* last mission, a humanitarian assistance mission to Latin America and the Caribbean, the ship's size prevented it from pulling into port at many stops. Therefore, in order to transport the patients and doctors between ship and

shore, CIVMARs operated two 33-foot utility boats, many times in rough seas and with trips lasting an hour or more.

"This duty is unique to working on a hospital ship, so when we are at port, we have to train the CIVMARs on how to navigate these utility boats in tough conditions," says Waddington, who notes that CIVMARs transported 15,000 patients to the *Comfort* mission in the Caribbean and Latin America, which treated more than 98,000 people in 12 countries. To prepare for deployment, Waddington says that navigation briefs are held in the bridge area, which is the same bridge used in the ship's former life as a supertanker.

In the ship's massive engine room, Second Engineer Peter Barry concurs with Waddington that the day-to-day goal is to ensure that the mechanical systems that power the ship are maintained so that *Comfort* is ready to go when needed. Barry, who is joined on the engineering department's ROS crew by a first engineer, three junior engineers, a plumber and an electronics technician, says that automated preventive maintenance reports are generated outlining what needs to be done to keep the ship maintained.

"Allowing systems to remain idle is not a good idea, and we must periodically test equipment and our two boilers to stay current," says Barry, who notes that the three junior engineers work in tandem to provide a 24/7 presence. "The aft is steam



powered but we also have diesel generators. There is special maintenance involved as a hospital ship as we have to ensure that we provide the hospital with water and electricity. We also do a lot of painting," he laughs.

Maintenance is ongoing in the hospital, too, even though medical procedures are not done in port. Navy Cmdr. Tracey Kunkel, who notes that state-of-the-art lighting was recently installed in the operating rooms, says, "We need to use this time to improve procedures and maintain equipment so that we are ready when needed. It's also important to stay current on medical procedures."

Navy Cmdr. Linda Nash, an emergency room nurse aboard *Comfort*, adds that the physical therapy unit is sometimes used in port for injury treatment and rehabilitation of the onboard CIVMARs.

Although 18 CIVMARs live onboard, Waddington says that power-saving efforts are utilized, including turning off the lights in unused areas and dimming lights after 5 p.m.

"Without the work that we do here aboard *Comfort* in port, the ship couldn't complete its missions," says Waddington. "It isn't quite the same as spending a day bringing patients to the ship in small boats, but the preparations that we are doing now are every bit as important to saving and changing lives and the work that we do when deployed." 🌐

With the USNS Comfort layberthed in Baltimore in reduced operating status, Ship's Bos'un Gerald Butch replaces lines while on deck. Facing page, clockwise from left, the Comfort's triage area stands ready for action; the engine room is occupied by some of the ship's skeleton crew of 18 civil service mariners; and Chief Mate Les Waddington oversees the wheelhouse.

FAST FACTS

of USNS *Comfort*

- Length: 894 feet
- Beam: 106 feet
- Draft: 33 feet
- Each arm of the nine red crosses on the ship is 27 feet long.
- Four distilling plants can turn 300,000 gallons of seawater a day into fresh water.
- The 35,000 tons of seawater used as ballast to stabilize the ship weigh more than the ship itself.
- *Comfort* is designed to receive 300 surgical patients each day and has 1,000 total hospital beds.

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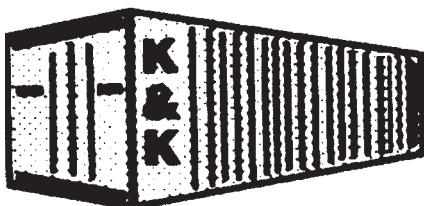
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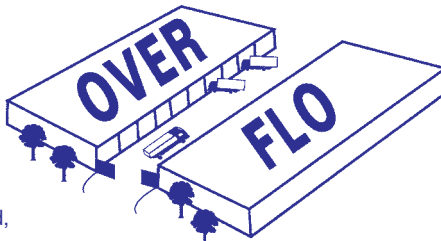
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Daily Deliveries: Maryland,
Virginia, PA, DEL, NJ

U.S. Customs Bonded,
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Best location in the entire
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On Routes: I-95, I-70,
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Quick turnarounds on
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Over 2,500,000 Sq. Ft. of
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OUR FACILITIES AND SERVICES INCLUDE

- Fire & burglar monitored
- Contract warehousing
- Food grade warehouses
- AIB Certified & monitored
- EDI Communication/XML
- Continuous safety & sanitation
- Pick, pack, labeling & multi-paks
- Computerized inventory control
- U.P.S. & FEDEX On Line System
- Heavy duty cranes
- 30' high ceilings on one floor
- Fenced-in paved lot 26 acres
- Palletizing, marking & assembly
- Storage of alcohol products
(licensed by State of Maryland)
- Flat-rate distribution
- 100 truck & 18 rail doors (12 inside)
- Packaging & crating
- Container striping

• Food Grade Warehouses (AIB Certified)



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